

## Service Concepts

The NESTS Transit Planning Project is a study primarily concerned with the feasibility of shifting a portion of trips currently made by private vehicles onto an improved public transit system. The project primarily focuses on transit modifications in the northern section of the City of Ithaca and the Town of Lansing to try to encourage people to shift from driving to taking the bus.

The study area has been divided into two sections: the southern portion and the northern portion. The southern portion extends northward from Downtown Ithaca and Cornell University to Pyramid Mall. The northern portion of the study area extends northward from Pyramid Mall and includes the entire town and village of Lansing. A suburban transit facility would be constructed and operated near the Pyramid Mall. This suburban transit facility would be enclosed, would provide a safe and convenient location for passengers to transfer between routes and services, and would include free parking. Other passenger amenities to be available at the suburban transit facility will be determined after future discussions. The service concept details are discussed below.

### Changes in the Southern Portion of the NESTS Area

- **Express A.** Express Route A, a new route, would operate between Cornell University and the suburban transit center via Thurston Avenue and Triphammer Road. This would be a frequent express service and would be scheduled to allow for convenient transfers to and from other routes at the suburban transit center. A park-and-ride lot would be located at the suburban transit center, and would allow for fast, direct service to Cornell. Cars that may have otherwise driven closer to Cornell would be diverted to this remote park-and-ride location.
- **Express B.** Express Route B, a new route, would operate between Downtown Ithaca and the suburban transit center via Rt. 13 and Cayuga Street. The route could be interlined with another route, such as Route 11 to provide a “one-seat-ride” to Ithaca College. Passengers could use the park-and-ride lot at the suburban transit center for direct service into the downtown area.
- **Route 31.** We propose that Route 31 undergo significant modifications. This route currently provides service to the East Cayuga Heights neighborhood via a long one-way loop, and to the Northwood Apartments. We propose to extend this route from the Northwood Apartment to the suburban transfer facility via Dart Drive and Graham Road (service that we propose to remove from Route 32). Service would no longer operate along a section of Warren Road, but Route 32 would continue to operate along this segment. Service would operate in both directions along the entire length of the route (instead of the current one-way loop). This route would no longer serve the Health Care Campus, which would be served by Route 32. The route would operate via Warren Road instead of via Pleasant Grove between Hanshaw Road and Forest Home Drive (for more direct

service). Routes 37, 40 and 41 would provide service along Pleasant Grove Road between Hanshaw and Cornell University. Route 31 would connect to downtown Ithaca all day instead of being cut back in the midday as it is currently operated.

- **Route 32.** We propose that Route 32 be simplified so that it operates directly between Sheraton Drive and the suburban transit facility – no longer looping down Rt. 13 to Dart Drive and Graham Road prior to arriving at Pyramid Mall. (As mentioned above, Route 31 would be modified to provide service along Dart Drive and Graham Road.) This Route 32 modification would provide more direct service for many passengers to and from the Pyramid Mall area.
- **Route 36.** Route 36 would be re-routed off Rt. 34 to serve, Oakcrest Road and the suburban transit facility before returning to Rt. 34 via Rt. 13. The route would not travel all the way around the mall, only stopping at the suburban transit center. This re-route would not occur in the morning before the mall stores open.
- **Route 37.** Route 37 would undergo several changes. It would be rerouted to serve the suburban transit center via Dart Drive and Graham Road. It would also serve Kendal. To provide more direct service between Kendal and Cornell, the route would operate via Pleasant Grove Road (it currently operates on Warren Road north of Cornell). We propose that this route continue to operate only during peak service hours.
- **Downtown Circulators.** TCAT Route 13 would be replaced by a series of three downtown circulators, and Express B. The new Route 13A would provide service from the downtown transfer point to Aldi's and back to the downtown transfer point. Route 13B would operate as a one-way loop from the downtown transfer point, west on W. Clinton, north on N. Meadow St., east on W. Court St, south on N. Geneva, and back to the downtown transfer point. Route 16 would be slightly modified to serve the Visitor's Center, which would not be served by the proposed Routes 13A, 13B, or Express B.
- **Mall Circulators.** Two new mall circulator routes are proposed - a Long Mall Circulator and a Short Mall Circulator, both of which would be operated by small vehicles. The Short Circulator would serve the suburban transit center, several stops around Pyramid Mall, Tops Plaza, and Cayuga Mall. This route would operate during busy times (i.e., afternoons and Saturdays). The Long Circulator would serve all locations served by Short Circulator, and would include service to Triphammer Mall, Kendal and Gaslight Village. The Long Circulator would operate all day.
- **Demand-Response Service in Cayuga Heights.** Demand-response service is proposed to operate in Cayuga Heights. The exact routing of this service would be determined by the pattern of service requests from residents in this neighborhood.

### **Changes in the Northern Portion of the NESTS Service Area**

- ***Route 35.*** Route 35, a new route, would operate between the suburban transit center and the Ludlowville/Myers area via Triphammer Road, Horizon Drive, Bush Lane, Cherry Road, Warren Road and Hillcrest Road. This route would offer improved coverage of areas that do not currently have convenient service.
- ***Route 36.*** North of Oakcrest Drive, Route 36 would operate in its current form, with no changes.
- ***Route 37.*** North of Dart Drive, Route 36 would operate in its current form, with no changes.
- ***Demand-Response Service in Lansing.*** Demand-responsive transit service may be available for areas north of the Pyramid Mall, including much of the Town of Lansing, where passengers could transfer to other transit services at the suburban transit center. Dial-a-ride (scheduled in advance) or subsidized taxi vouchers (purchased in advanced and used instead of cash), combined with a free transfer to another vehicle at the suburban transit center, may be used to provide the service.